

BAY AREA TOLL AUTHORITY

**Regional Measure 1
Toll Bridge Projects**

Project Monitoring Program

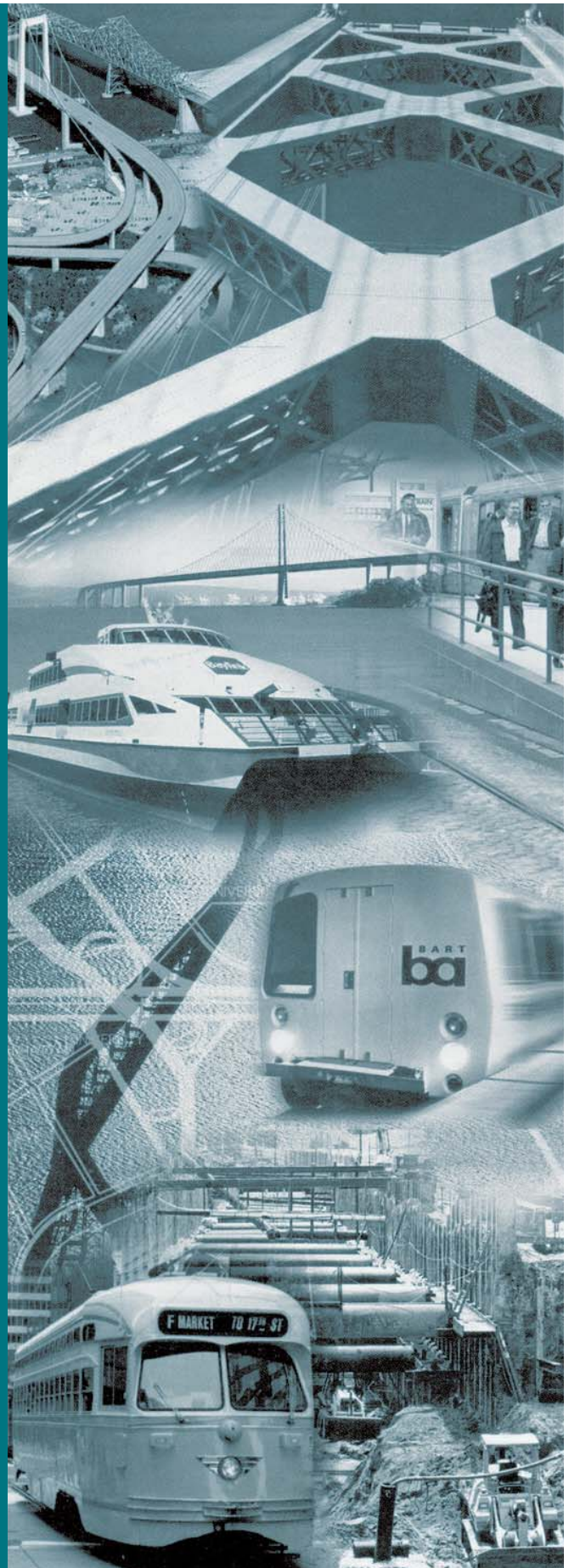
AUGUST 2001 PROGRESS REPORT



**Metropolitan Transportation
Commission**

Bay Area Toll Authority

Released September 2001



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AUGUST 2001 PROGRESS REPORT



Prepared for
**Metropolitan Transportation
Commission**

Bay Area Toll Authority

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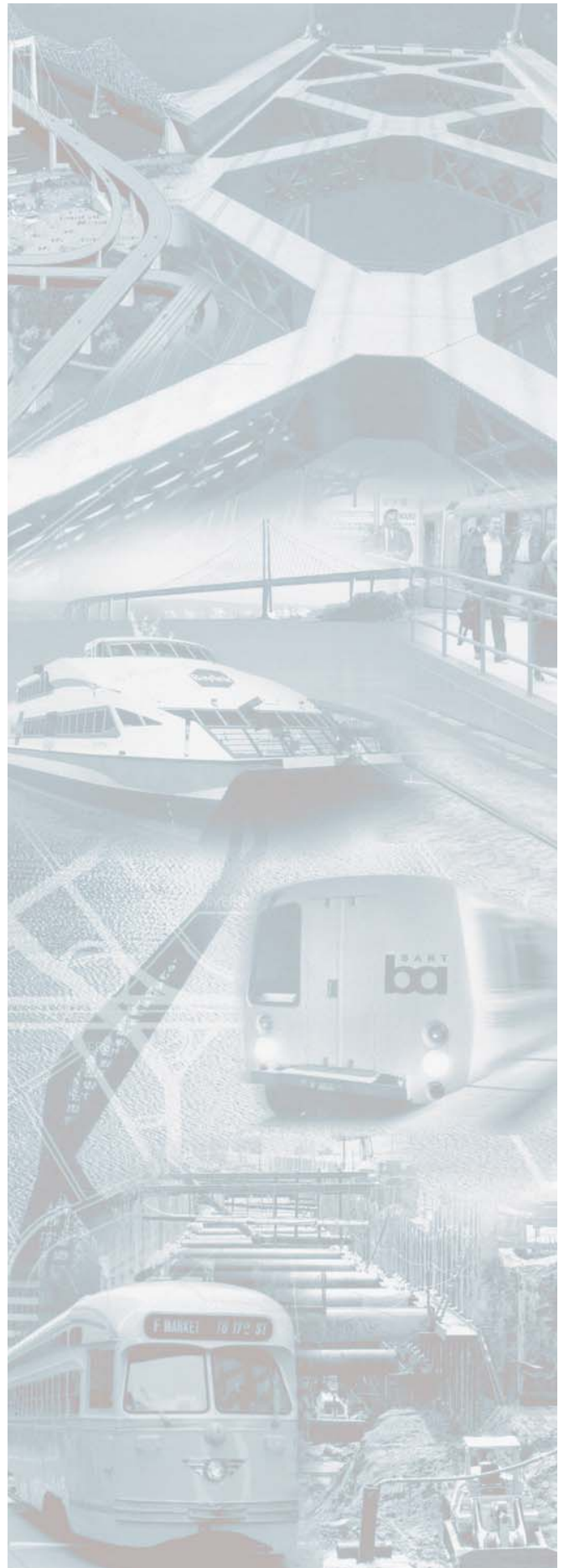
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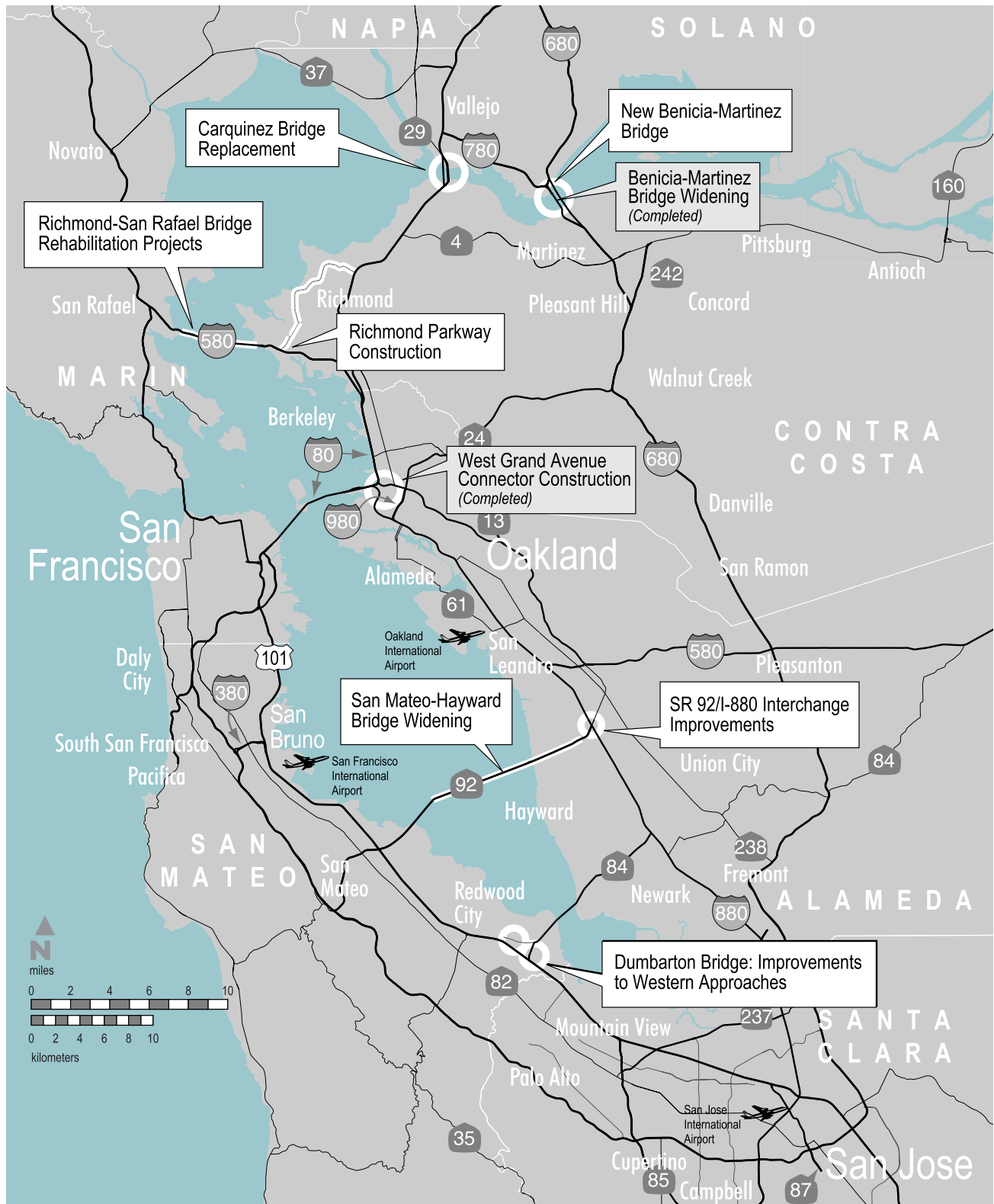
The following information is provided in accordance with California Government code Section 7550:

This document is one of a series of reports prepared for the Bay Area Toll Authority (BATA)/Metropolitan Transportation Commission (MTC) for the Regional Measure 1 Toll Bridge Program. The contract value for the monitoring efforts, technical analysis, and field site work which contribute to these reports, as well as the report preparation and production, is \$3,068,993.00.

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REGIONAL MEASURE 1 TOLL BRIDGE PROJECTS



BAY AREA TOLL AUTHORITY

REGIONAL MEASURE 1 TOLL BRIDGE PROGRAM

In November 1988, Bay Area voters approved Regional Measure 1 (RM 1) and authorized a standard auto toll of \$1 for all seven state-owned Bay Area toll bridges. The additional revenues generated by the toll increase were identified for use for certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion on the bridges.

RM 1 identified nine specific bridge and highway improvement projects as eligible for funding from the toll increase. The projects identified by RM 1 and their status of development are depicted in the map on the facing page and can be itemized as follows:

Northern Bridge Group Projects:

1. Widening of the existing Benicia-Martinez Bridge (completed; not included in this report)
2. Construction of a new bridge parallel to the existing Benicia-Martinez Bridge
3. Replacement of the existing western span of the Carquinez Bridge
4. Major rehabilitation of the existing Richmond-San Rafael Bridge
 - Trestle and fender rehabilitation
 - Deck replacement
5. Construction of an eastern approach (Richmond Parkway) between the Richmond-San Rafael Bridge and Interstate 80 near Pinole (non-Caltrans project; included in cost and schedule status summaries and Appendix C for reference)

Southern Bridge Group Projects:

1. Construction of the West Grand Avenue connector to the San Francisco-Oakland Bay Bridge (completed; not included in this report)
2. Widening of the existing San Mateo-Hayward Bridge and approach to six lanes
3. Improvement of the Interstate 880/State Route 92 interchange
4. Improvements to the western approaches to the Dumbarton Bridge
 - US 101/University Avenue interchange reconstruction (non-Caltrans project; completed, included in cost and schedule status summaries and Appendix C for reference)
 - State Route 84 (Bayfront Expressway) widening.

MTC, BATA, AND THE CALIFORNIA STATE DEPARTMENT OF TRANSPORTATION (CALTRANS)

As the regional transportation planning agency for the San Francisco Bay Area, MTC is responsible for transportation planning, coordinating, and fund programming in the nine counties surrounding the Bay.

With SB 226, MTC, as the Bay Area Toll Authority (BATA), has also assumed certain duties previously held by the California Transportation Commission, including responsibilities for the programming, administration, and allocation of all toll revenues (excluding the seismic surcharge) from the state-owned toll bridges in the Bay Area.







Caltrans continues to be responsible for the ongoing operation of the state-owned bridges, including the collection of tolls, as well as the maintenance, rehabilitation, and capital improvement of the bridges.

PROJECT MONITORING PROGRAM




This report focuses on monitoring project cost and schedule performance, as measured against approved budget and schedule milestones. The report provides comprehensive project status information on the Regional Measure 1 Toll Bridge Improvement Projects at three levels of detail:

- Color-coded executive summary of Regional Measure 1 projects status (program level)
- Detailed status of individual bridge projects (project level)
- Supplemental project and contract information, including budget adjustments, approved construction change orders, and project and contract level cost data, in the appendices.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

NORTHERN BRIDGE GROUP	COST	SCHEDULE
New Benicia-Martinez Bridge		
Carquinez Bridge Replacement		
Richmond-San Rafael Bridge Rehabilitation		

Legend:




-  Green = no variance to current budget/schedule
-  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
-  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues




BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY – STATUS OF KEY ISSUES AND DEVELOPMENTS

- In February 2001, Caltrans advertised the main span contract in anticipation of receiving several permits needed for the project. On August 9, 2001, Caltrans received the final environmental permit for the project from the U.S. Army Corps of Engineers (USACE). Along with the USACE permit, Caltrans received an approved permit amendment from the National Marine Fisheries Service (NMFS) to allow shallow water construction (including the installation of piles, cofferdams, and dredging) to begin in December 2001. This amendment will save 180 workdays on the schedule. The forecast open to traffic date is now April 2005. Due to the A+B nature of the contract, the bids may provide additional improvement to the schedule.
 - Caltrans has also revised the bid opening date for the main span contract to September 18, 2001, 4 months later than originally scheduled. The revised bid opening date provides contractors additional time to revise their bid schedules to take into account the changed construction window. This change will not affect the forecast open to traffic date of the new bridge.
 - The Toll Plaza Contract was advertised on August 6, 2001 with a scheduled bid opening in October 2001. The I-680/I-780 interchange was advertised on August 28, 2001 with a scheduled bid opening in November 2001.
 - Based on a Bechtel cost review, the current budget for the project may be underestimated by as much as \$80 million. Due to the potential cost increase, a "red" cost status code is indicated in the PMP report. BATA staff will likely recommend an amendment to the project budget for BATA Oversight Committee consideration in October after bids are opened on the main span contract.
 - The south approach project is scheduled for completion by mid-September 2001.
-
- The current schedule has been revised by Caltrans to reflect the actual progress on the project. The current open-to-traffic date of the new bridge is now scheduled for September 2003. The schedule status code (see left) for the project as been reset to "green".
 - Construction of the new bridge is proceeding with multiple operations at the north and south anchorages and the tower foundations. Work is continuing with the installation of anchor frames and placement of footing concrete at the north and south anchorages. A tower crane has been installed to facilitate construction of the north tower. Concrete pours have begun at the north tower pedestal legs. At the south tower, the last rock socket for the tower foundation was completed on August 2, 2001.
 - On the south approach and interchange contract, excavation for the westbound on- and off-ramps at Cummings Skyway continues. Drainage work is nearing completion for westbound I-80. Retaining wall installation along westbound I-80 continues and work for the new on/off ramp structure has begun.
 - Due to the construction problems with rock socket installation at the south tower foundation, Caltrans is forecasting the open-to-traffic date for the new bridge to be October 2003. This is an additional one-month delay from last month's report and a six-month delay overall. Caltrans is negotiating a claim with the contractor related to the construction issues associated with the rock sockets.
-
- The contractor has been assembling work platforms to be hung underneath the lower deck girders. The platforms are to be used for cleaning and painting the undercoat of the bridge. The contractor is also moving temporary K-rails from the lower deck to the upper deck for ongoing work. The substructure test boring program is complete. The contractor is continuing to prepare contractually required submittals for other portions of the project.

EXECUTIVE SUMMARY - STATUS OF REGIONAL MEASURE 1 PROJECTS

SOUTHERN BRIDGE GROUP	COST	SCHEDULE
San Mateo-Hayward Bridge Widening		
I-880/SR-92 Interchange Improvement		
Dumbarton Bridge West Approach Projects (Bayfront Expressway)		

- Legend:**
-  Green = no variance to current budget/schedule
 -  Yellow = variance to current budget/schedule (trend), defined as follows:
For Cost: Project (BATA) contingency use may be required
For Schedule: Construction contract completion dates delayed by greater than 3 months
 -  Red = variance to current budget/schedule, defined as follows:
For Cost: Project budget change may be required
For Schedule: "New facility open to traffic" date delayed by greater than 3 months by non-weather-related issues

BAY AREA TOLL AUTHORITY

EXECUTIVE SUMMARY - STATUS OF KEY ISSUES AND DEVELOPMENTS

- As previously reported to this Committee, the current capital outlay support budget for the project is underestimated. Caltrans is now forecasting a \$14.4 million increase in support from \$15.5 million to \$29.9 million. This forecast would increase support to 15% of the total project cost. Currently, BATA has sufficient project contingency funds to cover the increase in support costs. BATA and Bechtel are currently reviewing the Caltrans forecast, BATA will make a recommendation to this Committee in October concerning the increase.

Bridge Widening

- Construction on the bridge widening is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 9,449 feet of the bridge deck (out of 23,530 feet total) has been placed to date. The bridge deck is proceeding at approximately 290 feet per week. Caltrans is reviewing a significant change order related to design modifications to the girders on the contract. The time portion of the contractor's claim has been settled. Caltrans and the contractor are continuing to negotiate the final cost of the change order. Based upon current discussions, the identified change order can be covered by existing contingencies.

Road Widening

- On the road-widening contract, the new westbound HOV lane has been opened. Placement of rubberized asphalt on eastbound Route 92 has been completed. Remaining work includes placement of rubberized asphalt on westbound Route 92, electrical work, asphalt grinding, and punch-list items. The forecast completion of the contract is September 1, 2001.

- Caltrans has received comments to the Draft Supplemental Environmental Impact Statement/Report (DSEIS/R) for the project from the Federal Highway Administration. The report is scheduled for public release at the end of September 2001. A public hearing on the project will follow after release of the DSEIS/R in October 2001.
- Caltrans is performing preliminary engineering in an effort to maintain the project schedule.
- Based on a preliminary revised Caltrans estimate for the project that is higher than the current budget, a "yellow" cost status code is indicated in the PMP report. Bechtel is reviewing this estimate for reasonableness and will report their findings to the Authority when completed.

Bayfront Expressway

- Caltrans is currently working with the U.S. Corps of Engineers (USACE) to resolve wetland impacts by the project. The USACE has determined that an individual permit is required and has requested additional environmental tests. Caltrans has responded to the USACE's requests and is anticipating a USACE permit by November 2001. Advertisement of the project is currently anticipated for December 2001.
- The current schedule for the project has been revised by Caltrans to reflect the actual progress and an updated construction schedule. The current open-to-traffic date of the new facility is now scheduled for March 2004, which is one year later than the previous current schedule shown for the project.

COST STATUS SUMMARY (MILLION DOLLARS)

PROJECT	Baseline Budget (June 2000)	Current Budget	Current Forecast	Expended To Date (7/98 - 06/01)
<i>Northern Bridge Group</i>				
New Benicia-Martinez Bridge	586.0	586.0	586.0	51.3
Carquinez Bridge Replacement	433.2	479.8	479.8	171.7
Richmond-San Rafael Bridge Rehabilitation				
► West Trestle and Fender Rehabilitation	45.4	35.4	35.4	0.7
► Deck Replacement	53.4	53.4	53.4	0.0
Richmond Parkway (Non-Caltrans) ¹	5.9	5.9	5.9	2.2
SUBTOTAL – NBG	1,123.9	1,160.4	1,160.4	226.0
<i>Southern Bridge Group</i>				
San Mateo-Hayward Bridge Widening				
► Widening	203.6	203.6	203.6	95.0
► West Approach Replacement Planting	0.3	0.3	0.3	0.0
I-880/SR-92 Interchange Improvement	124.2	134.2	134.2	4.2
Dumbarton Bridge West Approach Projects				
► US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>)	3.8	3.8	3.8	3.7
► Bayfront Expressway (SR-84) Widening	33.8	33.8	33.8	3.4
SUBTOTAL – SBG	365.6	375.6	375.6	106.2
GRAND TOTAL	1,489.5	1,536.1	1,536.1	332.2

¹ For the Richmond Parkway, values shown represent the portion funded by BATA.

BAY AREA TOLL AUTHORITY

SCHEDULE STATUS SUMMARY

PROJECT	New Facility Open to Traffic Baseline (June 2000)	New Facility Open to Traffic Current (August 2001)	New Facility Open to Traffic Forecast (August 2001)
Northern Bridge Group			
New Benicia-Martinez Bridge	Jan 04	Jan 04	Apr 05
Carquinez Bridge Replacement	Jan 03	Sep 03	Oct 03
Richmond-San Rafael Bridge Rehabilitation			
► West Trestle and Fender Rehabilitation ¹	Dec 04	Sep 04	Sep 04
► Deck Replacement ¹	Sep 06	Sep 06	Sep 06
Richmond Parkway (<i>Non-Caltrans</i>) ²	Feb 01	May 01	May 01
Southern Bridge Group			
San Mateo-Hayward Bridge Widening			
► Widening	Dec 02	Dec 02	Dec 02
► West Approach Replacement Planting ¹	May 08	May 08	May 08
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06
Dumbarton Bridge West Approach Projects			
► US-101/University Avenue Interchange Reconstruction (<i>Non-Caltrans</i>) ¹	Apr 00	Apr 00	Apr 00
► Bayfront Expressway (SR-84) Widening ¹	Mar 03	Mar 04	Mar 04

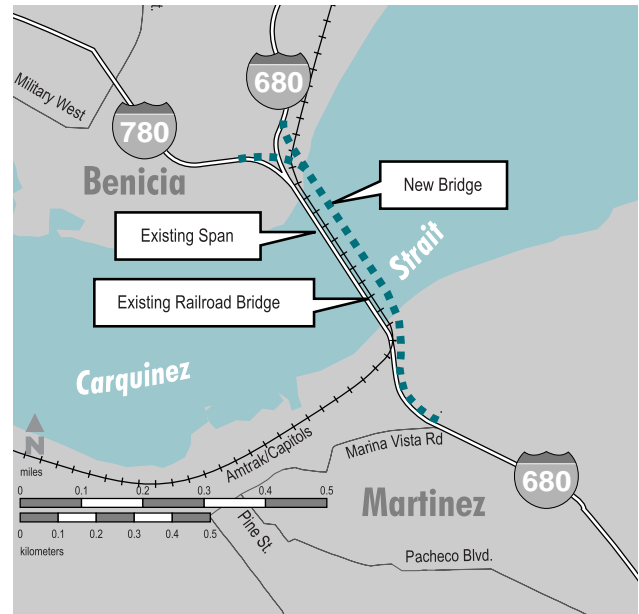
¹ For the Richmond-San Rafael Bridge Rehab, San Mateo-Hayward Bridge West Approach Planting, and Dumbarton Bridge West Approach projects, the dates shown reflect construction completion; the existing facility remains open to traffic during all phases of construction.

² The Canal Boulevard realignment was opened to traffic on May 25, 2001.

NEW BENICIA-MARTINEZ BRIDGE

The existing Benicia-Martinez Bridge provides Interstate 680 access across the Carquinez Strait between Contra Costa and Solano counties. This project will construct a new parallel Benicia-Martinez Bridge east of the existing span that will include the following features:

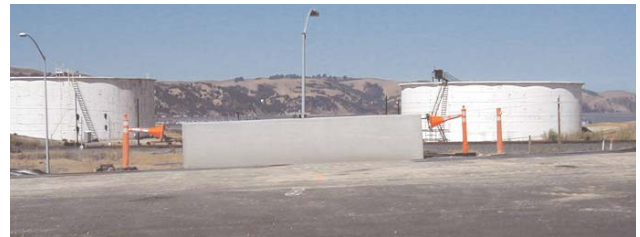
- Five northbound lanes on the new bridge (four mixed-flow lanes and one slow-vehicle lane) that will allow conversion of the existing bridge to southbound traffic only
- Addition of a new bicycle/pedestrian lane on the existing bridge
- Construction of a new toll plaza south of the new bridge in Contra Costa County with 17 toll booths, including two high-occupancy-vehicle (HOV) bypass lanes
- Reconstruction of the Interstate 680/Marina Vista Road and Interstate 680/Interstate 780 interchanges.



Project Photos



Future new bridge; looking west



South approach – guard rail installation

Current Activities:

- The new bridge contract was advertised on February 13, 2001. Approved permits from the U.S. Coast Guard and U.S. Army Corp of Engineers (USACE) were received in late July and early August. The USACE permit will allow the contractor to start shallow water and dredging work in December 2001 versus June 2002, thus saving 180 workdays on the project schedule. As a result, the forecast open to traffic date is now April 2005. The bid opening date for the main span project is now scheduled for September 18, 2001 to allow contractors time to revise their construction schedules based on the revised permit conditions.
- On the south approach-grading contract, installation of underground electrical conduit and barrier rail is continuing. Work is continuing at a normal pace with construction completion set for mid-September 2001.
- The toll plaza was advertised on August 6, 2001 with a bid opening scheduled for October 2001. The I-680/I-780 interchange contract was advertised on August 28, 2001 with a bid opening scheduled for November 2001.

BAY AREA TOLL AUTHORITY

NEW BENICIA-MARTINEZ BRIDGE

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended to Date (7/98 - 06/01)	Notes
Capital Outlay Construction						A
South Approach	6.0	7.0	7.0	0.0	5.6	
New Bridge	247.3	250.6	250.6	0.0	0.0	
Toll Plaza and Administration Building	22.8	22.8	29.7	6.9	0.0	
I-680/Marina Vista Interchange	43.2	43.2	51.3	8.1	0.0	
I-680/I-780 Interchange	80.8	61.4	62.7	1.3	0.0	
Other Budgeted Capital	28.1	30.0	30.0	0.0	0.0	
Capital Outlay Support	78.2	76.8	76.8	0.0	35.7	
Capital ROW	21.1	21.1	21.1	0.0	10.0	
Other Non-BATA Funding	0.0	31.0	31.0	0.0		
Project (BATA) Contingency	58.4	42.1	25.7	-16.4		
Project Total (a)	586.0	586.0	586.0	0.0	51.3	
(a) Totals may be rounded						

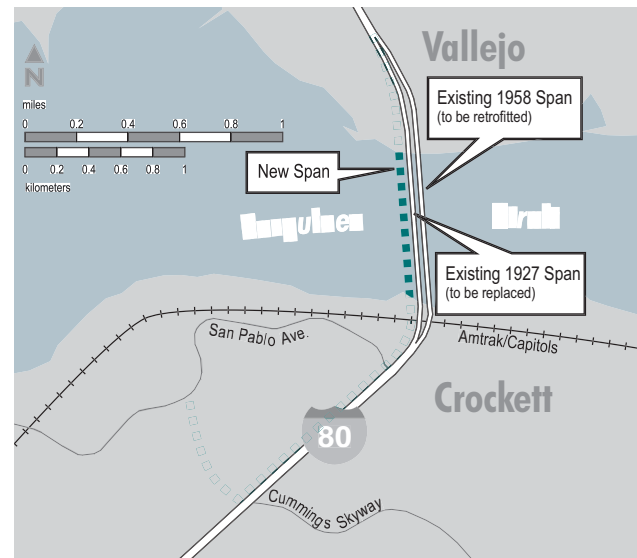
SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
New Bridge	Jan 04	Jan 04	Apr 05	+16 months	B
Toll Plaza and Administration Building	Feb 03	Feb 03	Feb 03	0	
I-680/Marina Vista Interchange	Dec 03	Dec 03	Mar 04	+3 months	
I-680/I-780 Interchange	Dec 03	Dec 03	Jul 04	+7 months	
South Approach	Mar 01	Mar 01	Jan 02	+10 months	C
Modify Existing Bridge	Jul 05	Jul 05	Jul 05	0	
Project					
New Facility Open to Traffic	Jan 04	Jan 04	Apr 05	+16 months	

NOTES	ACTION
A. Capital cost estimates have been reviewed by Bechtel to confirm the adequacy of the capital outlay budgets. Preliminary findings indicate a \$80 million increase.	BATA staff will likely recommend a budget amendment in October.
B. The open to traffic date is expected to be delayed 16 months from the original schedule of January 2004; however, with A+B bidding, some schedule recovery may be possible.	The new bridge contract was advertised on February 13, 2001; bid opening is scheduled for September 18, 2001.
C. There was a delay and associated claim due to issues surrounding utility relocations. This delay is not affecting the new facility open to traffic date.	Caltrans is evaluating the claim.

CARQUINEZ BRIDGE REPLACEMENT

The existing Carquinez Bridge carries Interstate 80 traffic between the cities of Vallejo and Crockett on two separate bridges: the 1927 bridge for westbound traffic and the 1958 bridge for eastbound traffic. While the 1958 bridge is being strengthened under Caltrans' seismic retrofit program, the 1927 bridge has been identified as being seismically deficient and will be replaced under the RM 1 program. The Carquinez Bridge replacement project will construct a new suspension bridge west of the existing bridges. The existing 1927 bridge will be demolished after the completion of this project. The project will incorporate the following features:

- Four westbound lanes on the new bridge (three mixed-flow lanes and one HOV lane)
- Addition of a new bicycle/pedestrian lane on the new bridge.



Project Photos



Future new bridge; looking northeast



North Tower

Current Activities:

- On the main span and north approach contract, construction is continuing on several areas. Anchor frame installation and footing concrete placement continues at the north and south anchorages. A tower crane was installed at the north tower to assist with tower construction. Steel reinforcement and concrete are currently being installed at both the west and east pedestal legs of the north tower. At the south tower, the last rock socket was completed on August 2, 2001. Testing of the final rock sockets is in progress. Future work at the south tower depends on the results of testing.
- On the south approach and interchange contract, excavation for the westbound on- and off-ramps at Cummings Skyway continues. Drainage work is nearing completion for westbound I-80. Retaining wall installation along westbound I-80 continues and work for the new on/off ramp structure has begun.
- On the maintenance facility contract, masonry work for the main and compressor buildings is 99 percent complete. The contractor continues to set forms and install rebar for the concrete walls at the compressor building. Plumbing and electrical for the main building continues. Steel installation for the main building is scheduled to start in mid-August.

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CARQUINEZ BRIDGE REPLACEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended to Date (7/98 - 06/01)	Notes
Capital Outlay Construction						
Replacement Bridge and North Approach	213.7	244.2	244.2	0.0	106.9	
South Approach and Interchange	116.0	73.9	73.9	0.0	7.3	
Maintenance Facility (Phases I & II)	7.0	8.1	8.1	0.0	2.9	
1927 Bridge Demolition	16.0	16.0	16.0	0.0	0.0	
Other Budgeted Capital	10.6	12.6	12.6	0.0	4.1	
Capital Outlay Support	43.7	96.8	96.8	0.0	42.5	
Capital ROW	9.6	11.1	11.1	0.0	8.0	
Project (BATA) Contingency	16.5	17.1	17.1	0.0		
Project Total (a)	433.2	479.8	479.8	0.0	171.7	

(a) Totals may be rounded

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
Replacement Bridge & North Approach	Dec 03	Dec 03	May 04	+5 months	
South Approach and Interchange	Oct 04	Oct 04	May 03	-17 months	
Maintenance Facility	Mar 02	Mar 02	Jun 02	+3 months	
1927 Bridge Demolition	Mar 06	Mar 06	Mar 06		
Project					
New Facility Open to Traffic	Jan 03	Sep 03	Oct 03		

NOTES	ACTION
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None for this report

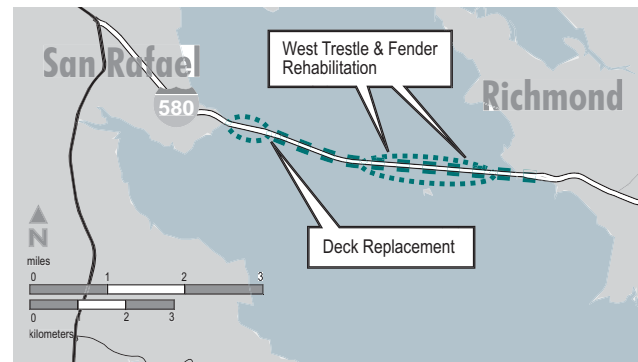
RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

Completed in 1956, the Richmond-San Rafael Bridge provides access - via Interstate 580 - across San Francisco Bay between Marin and Contra Costa counties. Major rehabilitation of the bridge was specified in RM 1 to be eligible for toll funding.

Currently, there are two major rehabilitation projects planned for the bridge:

- The first project is to rehabilitate the western trestle (low-rise) section of the bridge near San Rafael and the ship collision protection fender system at various bridge piers. This rehabilitation work is being combined with a seismic retrofit project already scheduled for the bridge
- The second project is to replace the existing concrete deck on the bridge. The cast-in-place concrete riding

surface (deck) has been worn down over time due to traffic and exposure to the marine environment. This project will follow the completion of the trestle and fender rehabilitation project to avoid possible construction conflicts.



Project Photos



Existing bridge; looking east



Dredging operation

Current Activities:

- Caltrans and the contractor continue to meet on a weekly basis. The Contractor's baseline schedule for the project was accepted on June 18, 2001.
- The contractor has been assembling work platforms to be hung underneath the lower deck girders. The platforms are to be used for cleaning and painting the undercoat of the bridge. The contractor is also moving temporary K-rails from the lower deck to the upper deck for ongoing work. The substructure test boring program is complete.

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RICHMOND-SAN RAFAEL BRIDGE REHABILITATION

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended to Date (7/98 - 06/01)	Notes
West Trestle and Fender Rehabilitation						
Capital Outlay Construction	33.9	0.0	0.0	0.0	0.0	
Capital Outlay Support	5.4	0.7	0.7	0.0	0.7	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	34.6	34.6	0.0		
Project (BATA) Contingency	6.1	0.0	0.0	0.0		
Subtotal	45.4	35.4	35.4	0.0	0.7	
Deck Replacement						
Capital Outlay Construction	33.0	33.0	33.0	0.0	0.0	
Capital Outlay Support	9.0	5.0	5.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Other Non-BATA Funding	0.0	4.0	4.0	0.0		
Project (BATA) Contingency	11.4	11.4	11.4	0.0		
Subtotal	53.4	53.4	53.4	0.0	0.0	
Project Total (a)	98.8	88.8	88.8	0.0	0.7	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
West Trestle and Fender Rehabilitation	Dec 04	Sep 04	Sep 04	0	
Deck Replacement	Sep 06	Sep 06	Sep 06	0	
Project					
New Facility Open to Traffic					A

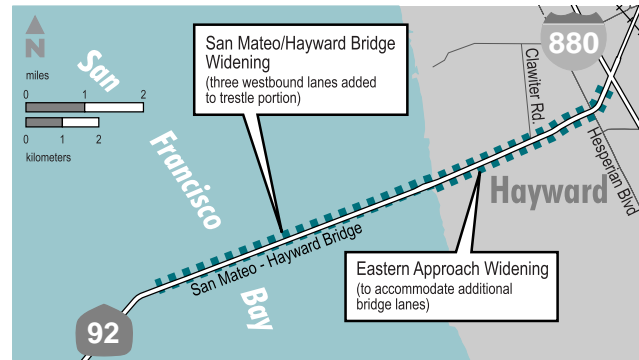
NOTES	ACTION
A. The existing facility remains open to traffic during all phases of construction.	None.

SAN MATEO-HAYWARD BRIDGE WIDENING

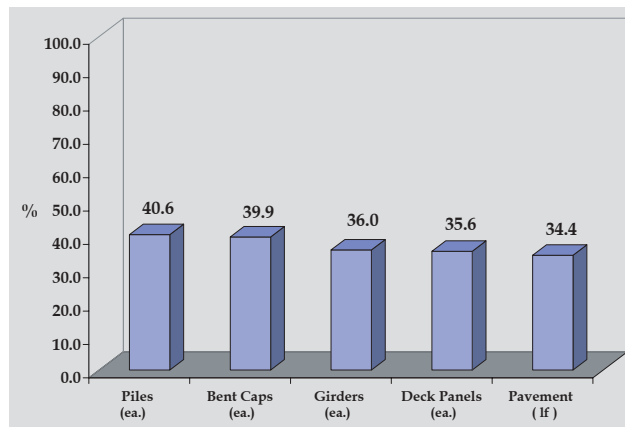
In 1996, the western approach to the San Mateo-Hayward Bridge from U.S. Route 101 was widened from four to six lanes to match the configuration of the high-rise section of the bridge. The current project will complete the widening work in this corridor along the low-trestle section of the bridge and its eastern approach to Interstate 880. The project includes the following features:

- Widening of the low-rise trestle and eastern approach from I-880 from four to six lanes with shoulders
- Extension of the existing west-bound HOV lane one mile west along the eastern approach from Interstate 880
- Construction of a new pedestrian/bicycle overcrossing of State Route 92

- Expansion of the existing toll plaza
- Improvements to the Hayward Shoreline Interpretive Center
- Also, as an associated project, improvements will be



Project Construction Progress and Photos



Construction Progress – Percent Complete



Girder Erection

Current Activities:

- The bridge widening contract is ongoing with concurrent pile driving, bent cap installation, and bridge deck pours. 9,449 feet of paved bridge deck of (23,530 feet total) is in place. The current schedule has at least one frame (290 feet) poured per week. Cast in place concrete barrier rail has been installed for the first mile of the new bridge.
- On the road-widening contract, the new westbound HOV lane has been opened. Placement of rubberized asphalt on eastbound Route 92 has been completed. Remaining work includes placement of rubberized asphalt on westbound Route 92, electrical work, asphalt grinding, and punch-list items. The forecast completion of the contract is September 1, 2001.
- The toll plaza contract was awarded in early August 2001.

BAY AREA TOLL AUTHORITY

SAN MATEO-HAYWARD BRIDGE WIDENING

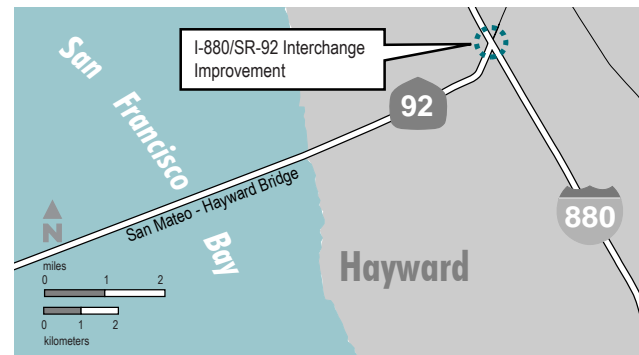
COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended to Date (7/98 - 06/01)	Notes
Widening						
Capital Outlay Construction						
Widen Trestle	124.8	124.7	124.7	0.0	56.2	A
Widen Roadway	29.2	26.0	26.0	0.0	22.2	
Construct Mini Toll Plaza	4.4	6.3	6.3	0.0	0.0	
Other Budgeted Capital	8.9	12.8	8.0	-4.8	0.0	
Capital Outlay Support	15.5	15.5	18.0	2.5	16.1	B
Capital ROW	1.5	1.5	1.4	-0.1	0.5	
Project (BATA) Contingency	19.3	16.8	19.1	2.3		
Subtotal	203.6	203.6	203.6	0.0	95.0	
West Approach Planting						
Capital Outlay Construction	0.2	0.2	0.2	0.0	0.0	
Capital Outlay Support	0.1	0.1	0.1	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.1	0.1	0.1	0.0		
Subtotal	0.3	0.3	0.3	0.0	0.0	
Project Total (a)	203.9	203.9	203.9	0.0	95.0	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
Widening					
Widen Trestle	Dec 02	Dec 02	Jan 03	+1 month	A
Construct Mini Toll Plaza	Nov 02	Nov 02	Nov 02	0	
Widen Eastern Approach	Nov 02	Nov 02	Sep 01	-10 months	
West Approach Replacement Planting					
West Approach Replacement Planting	May 08	May 08	May 08	0	
Project					
New Facility Open to Traffic	Dec 02	Dec 02	Dec 02	0	

NOTES	ACTION
A. The contractor has submitted a cost and time claim based on the redesign modifications of the girders.	Caltrans is evaluating the claim. The time portion of the claim has been settled with 50 days TRO and 17 days non-TRO.
B. The current capital outlay support cost budget is underestimated. See note on page 5 (Executive Summary)	The capital outlay support estimate is under review by Caltrans and BATA.

I-880/SR-92 INTERCHANGE IMPROVEMENT

As part of an effort to improve traffic flow and to relieve congestion on the San Mateo-Hayward Bridge and its approaches, RM 1 identified the need to improve and reconstruct the Interstate 880/State Route 92 interchange. While still in the environmental clearance phase, the project proposes to modify the existing cloverleaf interchange to increase capacity and improve safety and traffic operations. Various alternatives are under consideration and are being assessed as part of the environmental process.



Project Photos



Existing interchange; looking west



Alternative H interchange; looking west

Current Activities:

- There are no current construction activities.
- Caltrans has received and incorporated comments on the Draft Environmental Impact Statement Report (DSEIS/R). The operational analysis was delivered, and the final write-up is complete.
- The project completion date has remained unchanged due to the undertaking of advanced design by Caltrans.
- Based on a preliminary revised Caltrans estimate for the project that is higher than the current budget, a "yellow" cost status code is indicated in the PMP report. Bechtel is reviewing this estimate for reasonableness and will report their findings to the Authority when completed.

BAY AREA TOLL AUTHORITY

I-880/SR 92 INTERCHANGE IMPROVEMENT

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended to Date (7/98 – 06/01)	Notes
I-880/SR-92 Interchange Improvement						
Capital Outlay Construction	70.3	70.3	70.3	0.0	0.0	
Capital Outlay Support	20.8	20.8	20.8	0.0	4.2	
Capital ROW	8.0	8.0	8.0	0.0	0.0	
Other Non-BATA Funding	0.0	10.0	10.0	0.0	0.0	
Project (BATA) Contingency	25.1	25.1	25.1	0.0	0.0	
Project Total (a)	124.2	134.2	134.2	0.0	4.2	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
<u>Construction Contract Completion</u>					
I-880/SR-92 Interchange Improvement	Dec 06	Dec 06	Dec 06	0	
<u>Project</u>					
New Facility Open to Traffic	Dec 06	Dec 06	Dec 06	0	

NOTES	ACTION
None for this report	

DUMBARTON BRIDGE WEST APPROACH PROJECTS

RM 1 identified the need for improvements to the western approaches to the Dumbarton Bridge. Through coordination with the City/County Association of Governments of San Mateo County, two projects were identified for toll bridge funding:

- The first project, sponsored by the City of East Palo Alto, modifies the U.S. Route 101/University Avenue interchange. This project is designed to help alleviate traffic congestion and improve overall traffic flow to University Avenue and the Dumbarton Bridge.
- The second project, sponsored by Caltrans, widens the Bayfront Expressway (State Route 84) from the Dumbarton Bridge to the U.S. 101/Marsh Road interchange. The existing six-lane expressway section from the bridge to University Avenue will be reconstructed with upgraded shoulders and lane widths. The existing expressway section from University Avenue to Marsh Road will be widened from four to six lanes.



Project Photos



Bayfront Expressway (SR-84) — existing conditions; looking northwest

Current Activities:

- Caltrans is currently working with the U.S. Corps of Engineers (USACE) to resolve wetland impacts by the project. The USACE has determined that an individual permit is required and has requested additional environmental tests. Caltrans has responded to the USACE's requests and is anticipating a USACE permit by November 2001. Advertisement of the project is currently anticipated for December 2001.
- The current schedule for the project has been revised by Caltrans to reflect the actual progress and an updated construction schedule. The current open-to-traffic date of the new bridge is now scheduled for March 2004, which is one year later than the previous current schedule shown for the project.

BAY AREA TOLL AUTHORITY

DUMBARTON BRIDGE WEST APPROACH PROJECTS

COST STATUS (\$ Million)	Baseline Budget (June 2000)	Current Budget	Current Forecast	Variance	Expended to Date (7/98 - 06/01)	Notes
US101/University Avenue Interchange Reconstruction (Non-Caltrans)						
Capital Outlay Construction	3.8	3.8	3.8	0.0	3.7	
Capital Outlay Support	0.0	0.0	0.0	0.0	0.0	
Capital ROW	0.0	0.0	0.0	0.0	0.0	
Project (BATA) Contingency	0.0	0.0	0.0	0.0		
Subtotal	3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR84) Widening						
Capital Outlay Construction	24.8	24.8	24.8	0.0	0.0	
Capital Outlay Support	4.4	4.4	4.4	0.0	3.4	
Capital ROW	1.3	1.3	1.3	0.0	0.0	
Project (BATA) Contingency	3.3	3.3	3.3	0.0		
Subtotal	33.8	33.8	33.8	0.0	3.4	
Project Total (a)	37.6	37.6	37.6	0.0	7.1	
(a) Totals may be rounded						

SCHEDULE STATUS	Baseline (June 2000)	Current	Forecast	Variance	Notes
Construction Contract Completion					
US 101/University Avenue Interchange Reconstruction (Non-Caltrans)	Apr 00	Apr 00	Apr 00	0	A
Bayfront Expressway (SR84) Widening	Mar 03	Mar 04	Mar 04	0	B
Project					
New Facility Open to Traffic	Mar 03	Mar 04	Mar 04	0	B

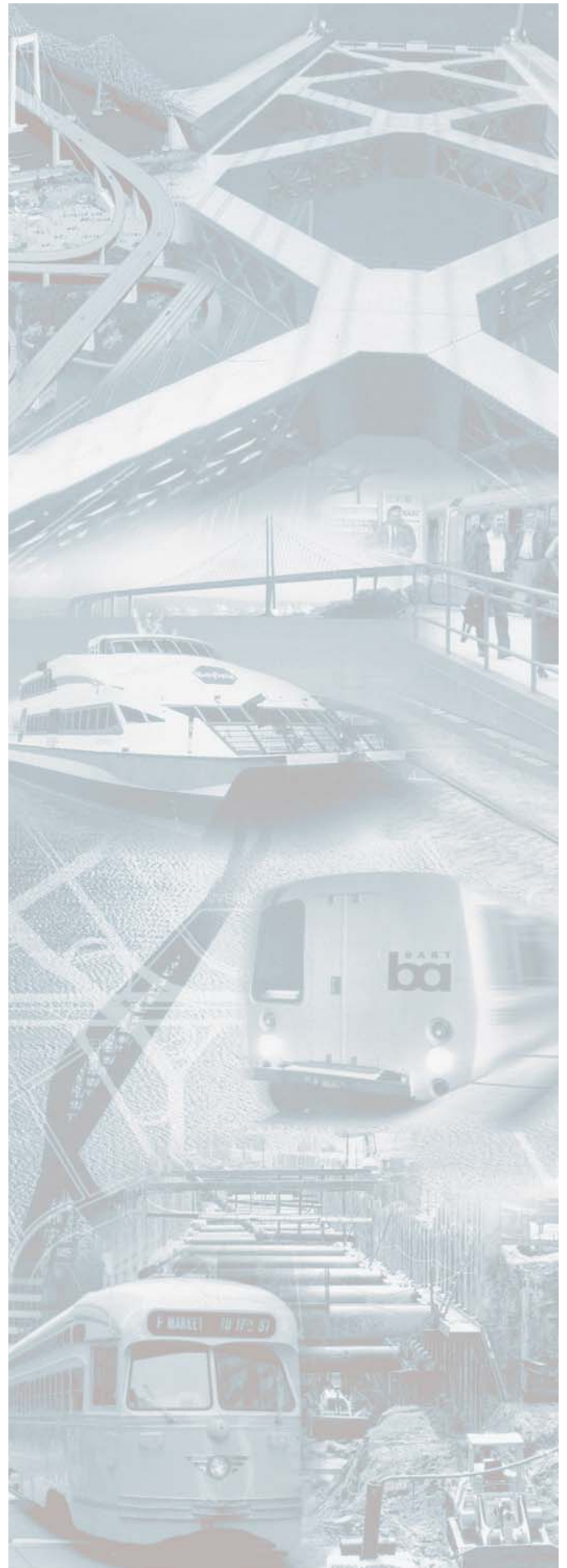
NOTES	ACTION
A. Project is complete.	None.
B. Permitting delays have extended the project duration.	

APPENDICES

Appendix A: List of Project Budget Adjustments

**Appendix B: List of Approved Contract
Change Orders**

Appendix C: Project Cost Summary Details



BAY AREA TOLL AUTHORITY

APPENDIX A – LIST OF PROJECT BUDGET ADJUSTMENTS

DEFINITIONS:

Baseline Budget (June 2000): Baseline budgets as established by BATA in June 2000 for each project within the overall program

Current Budget: Budget currently serving as the baseline for monitoring purposes. The current budget is equal to the established June 2000 budget, plus or minus any adjustment as listed below.

Project Baseline Adjustments

Date	Description of Adjustment
10/2000	Current budgets for allocated capital outlay have been adjusted by BATA to reflect current Caltrans construction contract allotments.
11/2000	Current budgets for the Benicia-Martinez and Richmond-San Rafael Bridge projects have been revised to reflect new funding from Non-BATA sources per agreements with Caltrans and a Prop. 192 refund from Caltrans related to the Carquinez Bridge project.
01/2001	Current budget for the Benicia-Martinez bridge was revised to reflect allocations by BATA.
03/2001	Current budget for the Carquinez Bridge was revised by BATA.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF AUGUST 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
New Benicia- Martinez Bridge South Approach 04-006094		No approved contract change orders for August 2001			
Totals for August 2001³					

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF AUGUST 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
Carquinez Bridge Replacement					
Replacement Bridge and N. Approach 04-013014		No approved contract change orders for August 2001			
S. Approach & Interchange 04-013054		No approved contract change orders for August 2001			
Maintenance Facility 04-013084		No approved contract change orders for August 2001			
Totals for August 2001³					

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

**APPENDIX B - LIST OF APPROVED CONTRACT CHANGE ORDERS (CCO)
FOR THE MONTH OF AUGUST 2001**

Bridge/ Contract	CCO Number ¹	CCO Description	Funding Source ²	Impacts	
				Cost (\$1000's)	Schedule
San Mateo - Hayward Bridge					
Widen Trestle 04-045014		No approved contract change orders for August 2001			
Widen Roadway 04-045034		No approved contract change orders for August 2001			
Totals for August 2001³					

¹ CCO numbers are assigned as the CCOs are opened. Only approved CCOs are listed in Appendix B. Missing CCO numbers are cancelled or pending approval.

² Funding Source(s)
S = Supplemental work
C = Construction contingency

³ Approved CCO cost total is within the approved current contract budget.

BAY AREA TOLL AUTHORITY

APPENDIX C - PROJECT COST SUMMARY DETAILS

The following sheets provide detailed cost information for each of the bridge projects. Capital Outlay Support (Engineering), Capital Right-of-Way and Capital Outlay are shown for each of the projects. The Project (BATA) Contingency, as well as the bridge projects totals, is shown at the end of each bridge summary.

Definitions:

1. Capital Outlay Support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital Right of Way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital Outlay includes construction bid terms, external third party agreements, state-furnished materials, supplemental construction work, and construction contingencies.

Project Cost Summaries
(\$ Millions)

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended ¹ to Date (7/98 - 06/01)	Note
Northern Bridge Group							
<i>Project 2003 - New Benicia-Martinez Bridge</i>							
South Approach							
Capital Outlay Support	00609x	3.5	3.5	3.5	0.0	3.1	
Capital Right of Way	006099	7.0	7.0	7.0	0.0	7.7	
Capital Outlay	006094	6.0	7.0	7.0	0.0	5.6	
Total South Approach		16.5	17.5	17.5	0.0	16.5	
New Bridge							
Capital Outlay Support	00603x	31.9	31.9	31.9	0.0	11.3	
Capital Right of Way	006039	5.1	4.1	4.1	0.0	0.7	
Capital Outlay	006034	247.3	250.6	250.6	0.0	0.0	
Other Non-BATA Funding		0.0	10.1	10.1	0.0		
Total New Bridge		284.2	296.7	296.7	0.0	12.0	
Toll Plaza & Administration Building							
Capital Outlay Support	00604x	6.2	6.0	6.0	0.0	4.2	
Capital Right of Way	006049	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	006044	22.8	22.8	29.7	6.9	0.0	
Total Toll Plaza & Admin.		29.1	28.8	35.7	6.9	4.2	
I-680/Marina Vista Interchange							
Capital Outlay Support	00605x	10.7	10.7	10.7	0.0	6.4	
Capital Right of Way	006059	7.4	7.4	7.4	0.0	0.1	
Capital Outlay	006054	43.2	43.2	51.3	8.1	0.0	
Total I-680/MV I/C		61.4	61.4	69.5	8.1	6.6	
I-680/I-780 Interchange							
Capital Outlay Support	00606x	18.7	17.3	17.3	0.0	9.9	
Capital Right of Way	006069	1.7	1.7	1.7	0.0	1.4	
Capital Outlay	006064	80.8	61.4	62.7	1.3	0.0	
Other Non-BATA Funding		0.0	20.9	20.9	0.0		
Total I-680/I-780 I/C		101.2	101.2	102.6	1.3	11.3	

¹ Unaudited

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended to Date (7/98 - 06/01)	Note
Project 2003 - New Benicia-Martinez Bridge (cont'd)							
Other Budgeted Capital (Allocated and Unallocated)							(a)
Capital Outlay Support		7.1	7.3	7.3	0.0	0.8	
Capital Right of Way		0.0	0.9	0.9	0.0	0.0	
Capital Outlay		28.1	30.0	30.0	0.0	0.0	
Total Other Budgeted Capital		35.2	38.3	38.3	0.0	0.8	
Total Capital Outlay Support		78.2	76.8	76.8	0.0	35.7	
Total Capital Right of Way		21.1	21.1	21.1	0.0	10.0	
Total Capital Outlay		428.2	414.9	431.3	16.4	5.6	
Non-BATA Funding		0.0	31.0	31.0	0.0	0.0	
Project Contingency (BATA)		58.4	42.1	25.7	-16.4		
Total New Benicia-Martinez Bridge		586.0	586.0	586.0	0.0	51.3	
Project 3002 - Carquinez Bridge Replacement							
Replacement Bridge & North Approach							(b)
Capital Outlay Support	01301x	17.7	47.9	47.9	0.0	25.8	
Capital Right of Way	013019	3.0	3.0	3.0	0.0	2.7	
Capital Outlay	013014	213.7	244.2	244.2	0.0	106.9	
Total Replacement Bridge & N. Approach		234.4	295.1	295.1	0.0	135.4	
South Approach & Interchange							(c)
Capital Outlay Support	01305x	22.7	32.2	32.2	0.0	12.8	
Capital Right of Way	013059	5.0	5.0	5.0	0.0	4.0	
Capital Outlay	013054	116.0	73.9	73.9	0.0	7.3	
Total South Approach & I/C		143.7	111.1	111.1	0.0	24.1	
Maintenance Facility Phase I & II							(d)
Capital Outlay Support		0.7	4.8	4.8	0.0	2.8	
Capital Right of Way		1.6	1.6	1.6	0.0	1.4	
Capital Outlay		7.0	8.1	8.1	0.0	2.9	
Total Maint. Facility Ph I & II		9.3	14.6	14.6	0.0	7.2	
Demolition - 1927 Bridge							
Capital Outlay Support	01309x	2.0	4.1	4.1	0.0	0.1	
Capital Right of Way	013099	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	013094	16.0	16.0	16.0	0.0	0.0	
Total Demo - 1927 Bridge		18.0	20.1	20.1	0.0	0.1	

Notes

- (a) Includes EA 00601*, 00608*, 0060A*, 0060C*, 0060F*, 0060G*, 0060H*
 (b) Includes EA 00453*, 01301*, 01302*, 01303*, 01304*, 0130F*
 (c) Includes EA 01305*, 0130C*, 04700*
 (d) Includes EA 00607*, 01308*

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended to Date (7/98 - 06/01)	Note
Project 3002 - Carquinez Bridge Replacement (cont'd)							
Other Budgeted Capital (Allocated and Unallocated)							(e)
Capital Outlay Support		0.6	7.7	7.7	0.0	0.9	
Capital Right of Way		0.0	1.5	1.5	0.0	0.0	
Capital Outlay		10.6	12.6	12.6	0.0	4.1	
Total Other Budgeted Capital		11.2	21.8	21.8	0.0	5.0	
Total Capital Outlay Support		43.7	96.8	96.8	0.0	42.5	
Total Capital Right of Way		9.6	11.1	11.1	0.0	8.0	
Total Capital Outlay		363.3	354.8	354.8	0.0	121.3	
Project (BATA) Contingency		16.5	17.1	17.1	0.0		
Total Carquinez Bridge		433.2	479.8	479.8	0.0	171.7	
Project 4003 - Richmond-San Rafael Bridge - West Trestle and Fender Rehabilitation							
Capital Outlay Support	0438Ux	5.4	0.7	0.7	0.0	0.7	
Capital Right of Way	0438U9	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	0438U4	33.9	0.0	0.0	0.0	0.0	
Other Non-BATA Funding		0.0	34.6	34.6	0.0		
Project (BATA) Contingency		6.1	0.0	0.0	0.0		
Total R-SR Bridge - W. Trestle & Fender Rehabilitation		45.4	35.4	35.4	0.0	0.7	
Project 4002 - Richmond-San Rafael Bridge - Deck Replacement							
Capital Outlay Support	04152x	9.0	5.0	5.0	0.0	0.0	
Capital Right of Way	041529	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	041524	33.0	33.0	33.0	0.0	0.0	
Other Non-BATA Funding		0.0	4.0	4.0	0.0		
Project (BATA) Contingency		11.4	11.4	11.4	0.0		
Total R-SR Bridge - Deck Replace		53.4	53.4	53.4	0.0	0.0	
Richmond Parkway (Non-Caltrans)							
Capital Outlay Support	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Right of Way	non-Caltrans	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	non-Caltrans	5.9	5.9	5.9	0.0	2.2	(g)
Total Richmond Parkway		5.9	5.9	5.9	0.0	2.2	
Total Northern Bridge Group		1123.9	1160.4	1160.4	0.0	226.0	

Notes

(e) Includes EA 01306*, 01307*, 0130A*, 0130D*, 0130G*, 0130H*, 0130J*, 0130X*

(f) Includes EA 04382*, 04383*, 0438U*

(g) Total reimbursements made to the City of Richmond for current allocation.

BAY AREA TOLL AUTHORITY

Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended to Date (7/98 - 06/01)	Note
Southern Bridge Group							
Project 6004 - San Mateo-Hayward Bridge Widening							
Widen Trestle							
Capital Outlay Support	04501x	7.9	7.9	8.2	0.3	6.9	(h)
Capital Right of Way	045019	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045014	124.8	124.7	124.7	0.0	56.2	
Total Widen Trestle		132.7	132.6	132.9	0.3	63.1	
Widen Roadway							
Capital Outlay Support	04503x	4.3	4.3	4.4	0.1	6.4	
Capital Right of Way	045039	1.0	1.0	0.0	-1.0	0.0	
Capital Outlay	045034	29.2	26.0	26.0	0.0	22.2	
Total Widen Roadway		34.5	31.3	30.4	-0.9	28.6	
Construct Mini Toll Plaza							
Capital Outlay Support	04502x	1.7	1.7	1.7	0.0	1.0	
Capital Right of Way	045029	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	045024	4.4	6.3	6.3	0.0	0.0	
Total Mini Toll Plaza		6.1	8.0	8.0	0.0	1.0	
Other Budgeted Capital							
Capital Outlay Support		1.6	1.6	3.7	2.1	1.8	(i)
Capital Right of Way		0.5	0.5	1.4	0.9	0.5	
Capital Outlay		8.9	12.8	8.0	-4.8	0.0	
Total Other Budgeted Capital		11.0	14.9	13.2	-1.7	2.2	
Total Capital Outlay Support		15.5	15.5	18.0	2.5	16.1	
Total Capital Right of Way		1.5	1.5	1.4	-0.1	0.5	
Total Capital Outlay		167.3	169.8	165.0	-4.8	78.4	
Project (BATA) Contingency		19.3	16.8	19.1	2.3		
Total San Mateo-Hayward Bridge Widening		203.6	203.6	203.6	0.0	95.0	
San Mateo-Hayward Bridge - West Approach Replacement Planting							
Capital Outlay Support	04860x	0.1	0.1	0.1	0.0	0.0	
Capital Right of Way	048609	0.0	0.0	0.0	0.0	0.0	
Capital Outlay	048604	0.2	0.2	0.2	0.0	0.0	
Project (BATA) Contingency		0.1	0.1	0.1	0.0		
Total SM-H Bridge W. Approach Replacement Planting		0.4	0.4	0.4	0.0	0.0	

Notes:

(h) Includes EA 00305*, 04501*

(i) Includes EA 04504*, 04505*, 04506*, 04507*, 04508*, 04509*

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Appendix C - Project Cost Summary Details (cont'd)

	EA Number	Baseline Budget Jun-00	Current Budget	Current Forecast	Net Change	Expended to Date (7/98 - 06/01)	Note
I-880/SR-92 Interchange Improvement							(j)
Capital Outlay Support	23317x	20.8	20.8	20.8	0.0	4.2	
Capital Right of Way	233179	8.0	8.0	8.0	0.0	0.0	
Capital Outlay	233174	70.3	70.3	70.3	0.0	0.0	
Non-BATA Funding		0.0	10.0	10.0	0.0		
Project (BATA) Contingency		25.1	25.1	25.1	0.0		
Total I-880/SR-92 I/C Improve.		124.2	134.2	134.2	0.0	4.2	
Dumbarton Bridge West Approach Projects							
US101/University Avenue Interchange Reconstruction (non-Caltrans)							
Capital Outlay Support		0.0	0.0	0.0	0.0	0.0	
Capital Right of Way		0.0	0.0	0.0	0.0	0.0	
Capital Outlay		3.8	3.8	3.8	0.0	3.7	(k)
Total US-101/University Ave.		3.8	3.8	3.8	0.0	3.7	
Bayfront Expressway (SR-84) Widening							
Capital Outlay Support	00487x	4.4	4.4	4.4	0.0	3.4	
Capital Right of Way	004879	1.3	1.3	1.3	0.0	0.0	
Capital Outlay	004874	24.8	24.8	24.8	0.0	0.0	
Project (BATA) Contingency		3.3	3.3	3.3	0.0		
Total Bayfront Expressway (SR-84)		33.8	33.8	33.8	0.0	3.4	
Total Dumbarton Bridge W. Approach		37.6	37.6	37.6	0.0	7.1	
Total Southern Bridge Group		365.7	375.7	375.7	0.0	106.2	

Notes:

(j) Includes EA 01601* and 01602*

(k) Total reimbursements made to the City of East Palo Alto for current allocations

General Notes:

1. Capital outlay support includes both Caltrans and Architectural/Engineering (A/E) consultant support.
2. Capital right of way includes acquisition, loss of goodwill, demolition, utilities relocations, relocation assistance, title costs, and sale of excess lands.
3. Capital outlay includes construction bid items, supplemental construction work, state furnished materials, construction contingencies, and external third party agreements.